

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER
MANUFACTURERS.

DAKIN'S SODA WATER,
EQUAL TO THAT OF THE BEST
ENGLISH MAKERS.

IN LARGEST BOMBAY SIZE BOTTLES,
CENTS 50 PER DOZEN.

DISCOUNT TO CLUBS, MESSES AND HOTELS.
(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL,
Hongkong, 26th March, 1891. [37]

BY APPOINTMENT.

A. S. WATSON & CO., LTD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

We invite attention to the following old lauded Brands, all of which are of excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case.	Per Bot.
A Alto Douro, good quality, Green Capsule	\$10	\$1.00
B Vintage, Superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50

SHERRIES.

	Per Case.	Per Bot.
A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.00
D Very Superior Old Pale Dry, choice old wine, Black Seal Capsule	14	1.50
E Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled)	18	1.50

CLARETS.

	Per Case.	Per Bot.
A Superior Breakfast Claret, Red Capsule	8	\$4.50
B St. Estephe, Red Capsule	10	5.00
C St. Julian	7	7.50
D La Rose	11	12.00

BRANDY.

	Per Case.	Per Bot.
A Hennessy's Old Pale, Red Capsule	12	\$1.10
B Superior Very Old Cognac, Red Capsule	14	1.25
C Very Old Liqueur Cognac, Red Capsule	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1873 vintage, Red Capsule	24	2.00

SCOTCH WHISKY.

	Per Case.	Per Bot.
A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark	8	0.75
C Watson's Abelour-Glenlivet, Red Capsule	10	1.00
D Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Cognac, 1873 vintage, Red Capsule	24	2.00

RISH WHISKY.

	Per Case.	Per Bot.
A John Jameson's Old, Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
D John Jameson's Old Jamaica, Violet Capsule	12	1.00
E Good Leward Island	12	1.00 per Gallon

LIQUEURS.

	Per Case.	Per Bot.
Benedictine Maraschino Curacao	12	1.00
Hering's Cherry Cordial Chartreuse Dr. Siger's Angostura Bitters, &c.	12	1.00

GIN.

	Per Case.	Per Bot.
A Fine Old Tom, White Capsule	4.50	0.60
B Fine Unsweetened, White Capsule	4.50	0.60
C Fins A. V. H. Geneva	5.25	0.60

RUM.

	Per Case.	Per Bot.
Fine Old Jamaica, Violet Capsule	12	1.00

LIQUEURS.

	Per Case.	Per Bot.
Benedictine Maraschino Curacao	12	1.00

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, FRIDAY, APRIL 3, 1891.

being on the outside. But Major HANNAY, who was riding a pony called Jujube—the "cumshaw" already referred to—had imbibed some sort of potion that, as his mount was presumably going faster than the two ponies in front, it was Mr. SAMPSON's place to pull out and let him (HANNAY) come up on the inside; and the gallant Major, in defence of this verdant trick-act of accomplished jockeying, used language of the vilest nature which with any person of a more bellicose disposition than Mr. HACROX SAMPSON—the writer of this article, for instance—would inevitably have subjected that ornamentation to his profession to the usual pains and penalties of blatant blackguardism.

Mr. STEWART-LOCKHART's case was, on principle, exactly the same as this one; there was, of course, no foul language or bullying, but the attempt to pass the other boat at a place where, as the Umpire has distinctly laid it down, there was room for only one boat to pass, was a gross error of judgment and a deliberate infraction of the laws of boat-racing and sport, which cannot under any circumstances be justified.

TELEGRAMS.

THE NEWFOUNDLAND DIFFICULTY.

LONDON, March 24th.
Lord Knutsford has deferred bringing forward the Newfoundland bill until the sixteenth proximo, in order to give time to receive and examine the views put forward by the Colony.

MR. SECRETARY FOSTER AND GOLD BULLION.

MARCH 25TH.
The Secretary to the American Treasury announces that he will continue the policy of declining to furnish gold bars, in exchange for

correspondence yesterday.

Luckily the question in dispute in this particular case is easy of solution; the only nasty element we have to deal with is the pot-hunting claim for undeserved honors and emoluments made by a beaten crew, who had no leg to stand on, neither on the broad basis of sport nor in accordance with the recognised laws of boat-racing. This is the "win, tie or wrangle" principle to which we, in common with all men who admire and support sport for sport's sake, so strongly object. The facts are these:

Four boats start for the final heat of a race. Owing to some bungling on the part of the committee of management, it was found inadvisable at the last moment to row over the course originally marked out. And instead of going outside the gunboats anchored in the fair-way, it was decided to make it a "go as you please" business, and three out of the four competitors elected to go inside. Two of the boats, Capt. HENDERSON's and Mr. G. C. MASTAK's, met with accidents immediately after the start, and were consequently out of the race, so that we have only to deal with the craft "stroked" respectively by Mr. JAS. A. SAWSON and Mr. STEWART-LOCKHART. It appears that Mr. SAMPSON's crew led until nearing H.M.S. *Alacrity* where the channel, it is contended, was too narrow to admit of two boats passing abreast. At this point Mr. STEWART-LOCKHART made a spurt, and in attempting to pass the leading boat, on the inside, that is between the boat and the *Alacrity*, a foul occurred. On getting clear, Mr. LOCKHART's boat lost her steering gear and, of course, Mr. SAMPSON went on and won easily. On what fair and sportsmanlike grounds Mr. LOCKHART afterwards claimed the race, is not apparent from the published decision of the Umpire; Mr. JOHN ANDREW, who is nevertheless both a sportsman and a gentleman, a rather rare combination in this most notorious of electro-plated British colonies. We regret that "honest John" should have given a decision that not only contradicts itself, but is in no sense in accordance with boat-racing practice. There were no stipulated positions in this race, and the boats had to select whatever courses they thought fit, at their own risk. If, as Mr. ANDREW says, there was only room for one boat to pass the *Alacrity*, it is quite clear that Mr. LOCKHART's attempt to take the lead at this point was a deliberate foul for which no justification can be offered. The question of inside or outside position does not enter into the argument; if there was room for only one boat to pass the *Alacrity*, the right of way by every rule of fair-play as well as of racing law belonged to the boat leading at that point, and as Mr. SAMPSON was leading, the attempt to accomplish an impossibility by passing where there was not sufficient room, was a deliberate foul which necessarily involves disqualification.

Let us illustrate and strengthen our argument by an incident that occurred at the recent Hongkong Jockey Club meeting in the race for the Comprador's Cup. In that event the lead was held for the greater part of the journey by Mr. HACROX SAMPSON on Kubla Khan, closely attended by Mr. MACLEAN on Glencoe. Mr. SAMPSON naturally, being in front, kept close to the rails, and it is hardly necessary to say that the accomplished rider of Glencoe lost no more ground than he could help by

the steamer *Sis. Nansing*, Capt. Peters, has been placed upon the Hongkong-Manila line to replace the ill-named *Nansing*.

THERE are 377.72 grains of pure silver in a Mexican dollar, and 37.17 grains in an American dollar. It is noteworthy that the American dollar, once so common in the Far East, has practically disappeared from circulation.

For baulking an Indian constable on the jaw in Queen's Road last night Tom Denz, the *Porpoise*, was this morning compelled to sling three bright Mexicans into the hands of the man who runs the shroff pidgeon at the Magistrate.

The Singapore *Free Press* states that the proposed Pahang exploring expedition, which was to have left that place some time since, and in which Mr. W. Davison, Mr. Ridley, and Lieut. H. J. Kelall, R.A., are to take part, has been postponed for the present.

The Marquis de Louville, who loved Mrs. Frank Leslie without any responsive spark, has sued the London *Chronicle* for calling him the originator of the *claque* in London and then reviewing the sensations in his career. The Marquis is a first-class "crank."

We are glad to learn that Mr. J. Douglas Ross, for many years well and favorably known in the Colony, has been promoted to the command of the cruiser *Chien Tse*, has been promoted to the command of the cruiser *Li-Mu*, vice Capt. Brasier, who goes home on sick leave.

ACCORDING to a trade annual, the capital of Companies in Great Britain employed in making beer amounts to nearly eighty-three millions sterling. There was an increase of seventy-nine companies during last year. No mention is made of the capital of the consumers of this beer, so it is to be inferred that all who drink do not necessarily pay, *viz.* the latest report of the Hongkong Hotel Company.

A RECENT number of the *Lancet* reports the removal from a lunatic's stomach of a skewer and a pipe-stem which the man had swallowed, and stranger still the patient's ultimate recovery is reported. In another case a couple of pounds of such articles as nails, knife-handles, iron shoe-heels, pebbles, screws, buttons, &c., were discovered in a lunatic's stomach. After this the patient loses caste, and should forever retire from swallowing competitions.

SHOULD the weather permit there will be a cricket match on the ground—Club w. Navy, play to commence at 11 a.m. to-morrow. Tiffin will be served in the pavilion, and players are requested to be as punctual as possible. The following are the names of those representing the Club:—T. S. Smith (Capt.), O. C. Bevan, G. S. Coxon, S. Coxon, A. J. Campbell, Capt. Dunn, Capt. Dumbell, R.E., G. G. Boyle, R.A., Major Haunay, W. S. Sidney, A. N. Other.

OUR Manila contemporary, the *Comercio*, states that the Spanish consul at Quebec has been exerting himself in furthering trade relations between Canada and the Philippines, drawing the attention of the mercantile community in the former to the commercial products of the islands likely to find ready sale in the Dominion. He has been to Vancouver in British Columbia to inspect a refinery there, which draws supplies of sugar from the Philippines. He fauna that a direct line of steamers between the islands and Vancouver would pay, as schemes are in the air for starting rope

and several Chinese merchants interested in the shipping traffic between Hongkong and the City of Rams, assembled on board the new river steamer *Tai-on*, Capt. C. Gobleski, which started on her official trial trip at two o'clock.

Leaving her anchorage at Wanchai the *Tai-on* steamed through the man-of-war bay into the merchant shipping anchorage, and ran full speed on a course set for the Cap-sul-mun Pass and Castle Peak Bay where, answering her helm like a racing yacht, she "went about" and got back to Hongkong at 5.30 p.m., after a very pleasant and successful trip, during which the health of the skipper and success to the enterprising owners were drunk in bumper of Heidsicks beer "white seal."

The *Tai-on* has not been entirely built to Hongkong. She was built up originally in Glasgow, to the order of Mr. H. Wicking on Chinese account, by Messrs. Alley & Maclellan of plates supplied by the Steel Company of Scotland, was then taken to pieces, sent out to this colony and put together by Messrs. Kwong Hip Loong of Wanchai, who also made the engines. She is 80 feet long, 36 feet broad, with a depth of hold of 9 feet. Her main deck is composed of steel plates carried by steel beams and stanchions, the upper deck being of teak supported by steel beams, while the awning deck is constructed of Oregon pine laid on steel beams. Unlike most ships, the *Tai-on* has a longitudinal bulkhead running the whole length of the ship, fore and aft, divided by six water-tight bulkheads—including two staunch collision bulkheads—which render her, for her trade, practically unsinkable, by collision or otherwise. She draws 6 feet of water when "flying light" and no more than 8 feet fully laden with about 600 tons of cargo, 1,187 passengers, for which number a license has been granted. The accommodation for both passengers and officers on board this exceedingly suitable river boat is incomparable with anything of the kind yet met with on the Canton river, inasmuch as it is at once luxurious and adequate in every way, shape and form. The Chinese saloon, which is fitted with lounges à la Chinoise, will accommodate fully 60 persons, while the Chinese deck passengers are provided with comfortable saloons, wicker-work chairs and dining tables. Europeans, too, have a very neatly furnished saloon set apart for them, and a cook who knows just how to dish up "folly man chow chow" is at their service.

The *Tai-on*'s engines are of the compound surface condensing type, which, working up to 80 horse-power nominal, drive twin screws which propel her through the water at the rate of fully nine knots per hour. But it is hardly likely that the *Tai-on* will be driven at top speed for the reason that she is to what is locally known as a "night boat," and as such there would be no advantage in getting up to Canton before 6 a.m.

The *Tai-on* is commanded by Captain C. Gobleski, while the engineers are in charge of Mr. Alexander Parker, late chief engineer of the *Past*. In charge of such old experienced "hands" and with powerful Chinese influence at her back, there can be but little doubt that the *Tai-on* has a brilliant career of usefulness before her—Courts of Survey and such like minor affairs notwithstanding. It may be mentioned that Mr. John Macdonald superintended the construction of the *Tai-on* in the interest of the owners, and that she can, if her owners desire it, be classed as high as any river steamers on Lloyd's Register.

Incidentally it may be mentioned that the *Tai-on* (which, by the way, means "great peace" in a literal and "good fortune" in an abstract sense) was designed to pass both Lloyd's and the Board of Trade river service requirements, but the owners thought fit to submit their vessel to the local Government survey only, which is quite sufficient for the requirements of the Canton trade; as evidenced by the policy pursued by the old-established Steamboat Company whose fleet, if we mistake not, are entered on Lloyd's far-famed register. With the river service augmented, as it now is, with the China Merchants' commodious steamer *Klang-wan* and the new company's steamer *Tai-on*, and all doubts of the *Past*'s seagoing qualities having been effectually set aside, the commercial communities of Canton and Hongkong should have but little cause for complaints which, at one time, were conspicuous by reason of their constant recurrence.

In conclusion it may be added, that some months ago we dwelt at length upon the ship-building industry of Hongkong, and then shewed how the Chinese at Yau-mai-lui and the Dock Co. at Kowloon were yearly increasing their business, both in regard to the numbers and tonnage of vessels "turned out." The *Tai-on* is by far, we may now remark, the largest and most elaborately finished vessel—in respect to both engines and hull—that local Chinese builders have yet despatched from their yards.

HONGKONG RIFLE ASSOCIATION.

PRESIDENT: Commodore E. J. Church, R.N.

COMMITTEE:

E. L. Woodin, Esq. (Chairman).
W. D. Bradlow, Esq.
Capt. L. Carden, R.A.
Lieut.-Col. Verney Chater, 1st A. & S. Highlanders.
Capt. Digby H. Barker.
C. Ford, Esq.
Lieut.-Col. F. B. J. Jerrard, D. A. & G.
Lieut. Martin, R.N.
Lieut. E. Grant, 1st A. & S. Highlanders.
E. Robinson, Esq.
C. Vivian Ladda, Esq.
H. E. Wodehouse, Esq., C.M.G.
Lieut. G. G. Haswell, R.N.

TREASURER:

A. Shelton Hooper, Esq.

BON: SECRETARY:

Frank Collins, Esq.

The annual Easter shooting competitions of the above association were commenced on Good Friday, the 27th ult., and continuing on Easter Monday were concluded on Tuesday last. The shooting on the whole was somewhat better than that of last year, although on the first day the light was glaring, and on Tuesday accurate shooting was rendered difficult by the strong wind that was blowing across the range. Some good individual scoring was done, notably, that of Lieut. E. Grant, of the A. & S. Highlanders, who 60 points at the 600 yards range for one stage. Queen's "was an excellent performance, topping the score made at Wimbleton. The "Blue Riband" of the competition was won by Col. Sergt. Boyd of the 9th Regiment whose aggregate reached the grand total of 550 points, while Lieut. Haswell, R. N., was only one point behind the winner. Three highest possible scores were made, two at the 200 yards range by Police Constables J. Carson and D. McLennan, the latter also accomplishing the same feat at 600 yds. The Ladies' Purse was won by Police Constable A. Watson who scored 12 points. Mr. W. D. Bradlow, who shot for Miss S. E. Taylor, won the Ladies' Nomination with a total of 28 points. The attendance during the three days was not so large as usual, but no doubt that can be accounted for by the other attractions of those days. The following are the scores:

All Comers.—Distance 200 yards. No. of shots—seven. Unlimited entries, 20 cents each. Ten prizes, value \$3. By the Association.

Total.

S. Freeman, A.D.R.N. 34
D. McLennan, P.C. 34
J. Carson, P.C. 34
F. Robinson 34
Lt. E. Martin, R.N. 33
Sergt. W. Robertson, H.K.P. 33
F. Collins 33
E. Smyth 33
A. Watson, P.C. 33

One 33 counted out.

Association.—Distance 200 yards. No. of shots—seven. Unlimited entries, 30 cents each. Five prizes, value \$2. By the Association.

Total.

J. Carson, P.C. 35
D. McLennan, P.C. 35
F. Smyth 34
Lieut. G. G. Haswell, R.N. 33

Two 33's counted out.

Queen's 1st Stage.—Distance 200 yards. No. of shots—seven. Entrance fee 50 cents. Two prizes, value \$2. By the Association. Position—Standing or Kneeling.

Total.

M. E. Robinson 31
Mr. C. Ford 30
Lieut. E. Grant, A. & S. H. 29
Sergt. A. Mann, H.K.P. 29
A. Watson, P.C. 29

Members of Council—Past and Present Members of the Executive and Legislative Councils of Hongkong. Distance 300 yards. No. of shots—seven. No entrance fee. To be shot at the Old Military Range on Saturday afternoon. Ten prizes, presented by E. Mackintosh, Esq., and prize presented by the Association.

Total.

The Hon. J. J. Keswick 13
The Hon. T. H. Whitehead 13

All Comers.—Distance 300 yards. No. of shots—seven. Unlimited entries, 20 cents each. Ten prizes, value \$3. By the Association.

Total.

Col. E. Robinson 31
Mr. C. Ford 30
Lieut. E. Grant, A. & S. H. 29
Sergt. A. Mann, H.K.P. 29
A. Watson, P.C. 29

AGGREGATES OPEN TO ALL COVERS.

Volunteer Aggregate.—Restricted to efficient volunteers whose respective highest scores in competition Nos. 1 and 5 make up the highest aggregate. Entrance fee 50 cents. Two prizes, 1st Prize, Cup; 2nd Prize, \$10, presented by E. R. Bellios, Esq.

Total.

F. Collins 63
H. J. Holmes 55

Hongkong Civil Service Aggregate.—Restricted to Members of the Hongkong Civil Service whose respective highest scores in competition Nos. 1 and 5 make up the highest aggregate. Entrance fee 50 cents. Two prizes, 1st Prize, Cup; 2nd Prize, \$10, presented by E. R. Bellios, Esq.

Total.

Col. Sergt. Boyd, A. & S. H. 32
Sergt. A. Mann, H.K.P. 32
F. Collins 30
D. McLennan, P.C. 30
Lt. Col. Jerrard 30
Lieut. Dundas, R.N. 30
E. L. Woodin 29
Lieut. E. Martin, R.N. 29
Capt. Barker 29

Three 29's counted out.

Ladies.—Open to Lady Members or their nominees. Distance 300 yards. No. of shots—seven. No entrance fee. Ten prizes, presented by the following gentlemen:

1st Prize, presented by D. Nowrcje, Esq.

2nd " " Hon. S. Brown.

3rd " " Lieut.-Col. V. Chater.

4th " " C. Ford, Esq.

5th " " H. E. Wodehouse, Esq., C.M.G.

6th " " G. Stewart, Esq.

7th " " E. Robinson, Esq.

8th " " A. Shelton Hooper, Esq.

9th " " Wang Hang.

10th " " Lock Hang.

Total.

Miss S. E. Taylor's nom. Mr. W. D. Bradlow 28

Miss Brown's nom. Mr. A. Watson 27

Mrs. Cross's nom. Lt. Hon. S. Brown. 27

Mrs. Ford's nom. Mr. C. Ford 27

Mrs. Robertson's nom. Sergt. W. Robertson 27

Mrs. Dalymple's nom. Lt. E. Grant, A. & S. H. 26

Mrs. E. Jones Hugget's nom. Col. Sergt. J. H. Boyd, A. & S. H. 26

Mrs. Gibb's nom. Lt. Haswell, R.N. 26

Mrs. Mitchell-Jones's nom. Capt. Henderson, A. & S. H. 24

Miss Eastman's nom. Mr. D. McLennan 24

Mrs. A. Gordon's nom. Sergt. Mann, H.K.P. 24

Mrs. Keawick's nom. Mr. E. Woodin 23

Mrs. Stewart-Lockhart's nom. Mr. A. M. Thomson 23

Miss McCallum's nom. Dr. A. J. Lowson 22

Ladies' Purse.—Presented by the Ladies of Hongkong. Distance 300 yards. No. of shots—seven. Entrance fee 50 cents. 1st Prize, 70 per cent., and Prize, 20 per cent.; 3rd Prize, 10 per cent. of the amount subscribed.

Total.

D. McLennan, P.C. 28

Col. Sergt. Boyd, A. & S. H. 28

Capt. Barker 27

Lieut.-Col. Kennedy, A. & S. H. 25

All Comers.—Distance 500 yards. No. of shots—seven. Unlimited entries, 20 cents each. Ten prizes, value \$3. By the Association.

Total.

D. McLennan, P.C. 35

Col. Sergt. Boyd, A. & S. H. 34

J. Carson, P.C. 34

Lt. Haswell, R.N. 34

C. Hillier 33

Lt. Martin, R.N. 33

Lt. E. Grant, A. & S. H. 33

Sergt. McCree, R.M.L. 32

Cannon, A.B., R.N. 32

Lt. Smith, R.N. 32

Total.

E. L. Woodin 67

Lt. Haswell, R.N. 67

Col. Sergt. Boyd, A. & S. H. 66

Total.

S. Freeman, A.D.R.N. 32

D. McLennan, P.C. 32

Queen's 1st Stage.—Distance 500 yards. No. of shots—seven. Entrance fee 50 cents. 1st Prize, 70 per cent., and Prize, 20 per cent.; 3rd Prize, 10 per cent. of the amount subscribed.

Total.

Lt. E. Grant, A. & S. H. 32

D. McLennan, P.C. 32

Queen's 2nd Stage.—Distance 500 yards. No. of shots—ten. Entrance fee 50 cents. Two prizes, value \$2. By the Association. Position—Sitting, Kneeling or Prone.

Total.

Lt. Lloyd, R.E. 48

C. Ford, 48

All Comers.—Distance 600 yards. No. of shots—seven. Unlimited entries, 20 cents each. Four prizes, value \$15. By the Association.

Total.

A. Watson, P.C. 31

Lt. Dunas, R.N. 31

C. Hillier 30

E. Robinson 30

Four 30's counted out.

Association.—Distance 600 yards. No. of shots—seven. Unlimited entries, 30 cents each. Five prizes, value \$15. By the Association.

Total.

C. Ford, 32

Sergt. Mann, H.K.P. 31

Col. Sergt. Boyd, A. & S. H. 31

F. Collins 31

Queen's 1st Stage.—Distance 600 yards. No. of Shots—Seven. Entrance fee 50 cents. Two prizes,

THE HONGKONG TELEGRAPH, FRIDAY, APRIL 3, 1891.

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, Old Issue, 203 per cent., premium, buyers.

Hongkong and Shanghai Bank, New Issue.— \$200 per cent., premium, buyers.

Union Insurance Society of Canton—\$95 per share, buyers.

China Traders' Insurance Company—\$63 per share, buyers.

North China Insurance—Ts. 275 per share, buyers.

Canton Insurance Company, Limited—\$715 per share, sellers.

Yangtze Insurance Association—Ts. 70 per share, nominal.

On Tai Insurance Company, Limited—Ts. 150 per share.

Hongkong Fire Insurance Company—\$320 per share, sellers.

China Fire Insurance Company—\$82 per share, sellers.

Hongkong and Whampoa Dock Company—\$98 per cent., premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.— \$36 per share, sellers.

China and Manila Steam Ship Company—125 per share, sellers.

Hongkong Gas Company—\$131 per share, sellers.

Hongkong Hotel Company—\$130 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$301.

Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.

Douglas Steamship Company—\$48 per share, buyers.

China Sugar Refining Company, Limited—\$205 per share, buyers.

Luxon Sugar Refining Company, Limited—\$101 per share, sellers.

Hongkong Ice Company—\$80 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share.

Hongkong Dairy Farm Co., Limited—\$8 per share, sellers.

A. S. Watson & Co., Limited—\$21 per share, sellers.

Chinese Imperial Loan of 1884 B—2½ per cent., premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent., premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent., premium.

Hongkong Rope Manufacturing Company, Limited—\$124 per share, ex. div., sellers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

Paniong and Sungkie Dua Samantan Mining Co.—\$3 per share, sellers.

The Raub Gold Mining Co., Limited—80 cents per share, sellers.

Iauris Mining Co., Limited—\$12 per share, sellers.

The Balmoral Gold Mining Co., Limited—\$3 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$78 per share, buyers.

Tonquid Coal Mining Co.—\$430 per share, buyers.

The Hongkong High-Level Tramway Co., Limited—\$55 per share, buyers.

The East Horner Planting Co., Limited—\$10 per share, buyers.

H. G. Brown & Co., Limited—\$60 per share, sellers.

The Songel-Koyah Planting Co., Limited—\$13 per share, buyers.

Cruickshank & Co., Limited—\$40 per share, nominal.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Company, Limited—50 per cent. div., sellers.

The China-Borneo Co., Limited—\$6 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.

The Green Island Cement Co.—\$19 per share, sellers.

The Hongkong Land Investment Co., Limited—\$87 per share, buyers.

The Hongkong Electric Light Co., Limited—\$5 per share, sellers.

Geo. Fenwick & Co., Limited—\$7 per share, sellers.

The West Point Buildings Co., Limited—\$30 per share, sellers.

The Peak Hotel and Trading Co., Limited—\$10 per share, sellers.

The Lubuk Planting Co., Limited—\$25 per share, sellers.

The Lamag Planting Co., Limited—\$7 per share, buyers.

The Jelbet Mining and Trading Co., Limited—\$2 per share, buyers.

The Selama Tin Mining Co., Limited—\$1 per share, buyers.

The Shamen Hotel Co., Limited—nominal.

The Kowloon Land Investment Co., Limited—\$15 per share, buyers.

The Bank of China & Japan & the Straits Ltd.—\$18 per share, ex. div., sellers.

The Bank of China & Japan & the Straits Ltd.—\$18 per share, buyers.

The Hongkong Marina, Limited—nominal.

London and Pacific Petroleum Co., Limited—\$15, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/11

Bank Bills, on demand 3/11

Bank Bills, at 4 months' sight 3/11

Credit at 4 months' sight 3/11

Documentary Bills, at 4 months' sight 3/11

... sight 3/11

ON PARIS—

Bank Bills, on demand 4/01

Credit at 4 months' sight 4/01

On India, T. T. 2/20

On Demand 2/20

ON SHANGHAI—

Bank, T. T. 7/11

Private, 30 days' sight 7/11

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Vangelis*, with the French mail of 6th ultimo, left Singapore on the 2nd instant at 9 a.m. and may be expected here on the 8th.

THE AMERICAN MAIL.

The O. & S. S. Co.'s steamer *Belle*, with the first American mail, left Yokohama on the 5th ultimo and may be expected here on the 5th instant.

THE AUSTRALIAN MAIL.

The E. & A. S. S. Co.'s steamer *Atrilla* left Port Darwin on the 24th ultimo and may now be expected.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Mongku* left Yokohama, on Monday, the 30th ultimo for Kobe, Nagasaki and Hongkong.

The Canadian Pacific Steamship Co.'s steamer *Batavia* left Vancouver for Yokohama and Hongkong on the 27th ultimo.

STEAMERS EXPECTED.

The "Union" line steamer *Northern*, from New York, left Singapore on the 28th ultimo and may be expected to arrive on the 3rd instant.

The P. & O. S. S. Co.'s steamer *Lombardy*, from Bombay, left Singapore on the 1st ultimo and is due here on the 6th instant.

Commercial.

The Ocean Steamship Co.'s steamer *Acme* from Liverpool, left Singapore on the 31st ulto and is due here on the 7th instant.

Shipping.

ARRIVALS.

CHOW-CHOW-ROO. German steamer, 705, Claussen, and April—Saigon 28th March, Rice and Melchers & Co.

BORNEO. Dutch steamer, 1,560, H. Kleff, Jardine, April—Amoy 20th April, General—Matheson & Co.

DKUTEROS. German steamer, 1,197, W. Diane, 2nd April—Saigon 27th March, Rice—Siemens & Co.

EMPEROR. British steamer, 1,023, G. Brooker, 3rd April—Kobe 28th March, General—A. R. Marti.

EVANIA HY. TENO. British steamer, 923, M. G. Scott 3rd April—Rangoon, via Penang and Singapore 27th March, General—Bun Hin Chan.

GARROW. British steamer, 670, H. Ipland, 2nd April—Haliphong 31st March, Rice and Jardine, Matheson & Co.

KERRY. British bark, 840, H. Wilson, 3rd March, Singapore 31st January, Timber—Chinese.

LANDSKRONA. British bark, 1,370, J. W. Boyd, 1st Jan.—New York 31st July, Petroleum—Jardine, Matheson & Co.

LUCY A. NICKELS. American ship, 1,331, Chas. M. Nichols, 20th Jan.—Newcastle, Australia, 4th Dec., Coal—Order.

PRINCEWICH. British bark, 729, John Inokay, 18th Feb.,—Camayan (Philippines), 7th Feb.,—Timber—Gibb, Livingston & Co.

W.M. LE LACHUR. British bark, 573, W. Auld, 7th March—Honolulu 21st January, Iron, Copper, &c.—Wing Wo Chan & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Japan, British steamer, for Singapore, &c.

DEPARTURES.

April 2, Yung-ching, Chinese str., for Whampoa, via Saigon, British steamer, 191 Chinese.

Per *Clara*, str., from Saigon, via Haliphong, April—Mr. and Mrs. Mullard, Messrs. Smith, Berle, and so Chinese.

Per *Borneo*, str., from Amoy, 510 Chinese.

Per *Canton*, str., from Shanghai, Mrs. Clinton, and 123 Chinese.

DEPARTED.

Per *Japan*, str., for Singapore, &c.—2 Euros.

Chinese Sugar Refining Company, Limited—\$205 per share, buyers.

Luxon Sugar Refining Company, Limited—\$101 per share, sellers.

Hongkong Ice Company—\$80 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share, nominal.

Hongkong Dairy Farm Co., Limited—\$8 per share, sellers.

Hongkong Hotel Company—\$130 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$301.

Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.

Douglas Steamship Company—\$48 per share, buyers.

China Sugar Refining Company, Limited—\$205 per share, buyers.

Luxon Sugar Refining Company, Limited—\$101 per share, sellers.

Hongkong Ice Company—\$80 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share, nominal.

Hongkong Gas Company—\$131 per share, sellers.

Hongkong Hotel Company—\$130 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$301.

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Indo-China